

BRAC  
Transportation Capital Investments

Tier	Intersection / Project	Phases	Federal Cost	State Cost	County Cost	Undetermined Source	Total Cost
1	Md 355 @ Cedar Lane	1 and 2		\$ 25,000,000			\$25,000,000
1	Md 185 @ Jones Bridge Road	1		\$ 4,000,000			\$4,000,000
1	Bikeway and Sidewalk Improvements on Cedar Lane, Md 355, Jones Bridge Rd. and signing	1	\$750,000		\$5,000,000		\$5,750,000
1	Preliminary Engineering and Environmental Assessment for Underpass from Metro Station to NNMC	N/A			\$300,000		\$300,000
1	Md 355 @ Jones Bridge Road	1A				(See note Tier 1)	
Total Tier 1			\$750,000	\$29,000,000	\$5,300,000	\$0	\$35,050,000
2	Multi-modal underpass from Metro Station to NNMC	N/A	\$40,000,000				\$40,000,000
2	Md 355 @ Jones Bridge Road	1B	\$5,000,000				\$5,000,000
2	Md 185 @ Jones Bridge Road	3	\$6,000,000				\$6,000,000
2	Md 187 @ Cedar including bikeway from Charles St. to NIH	1	\$7,000,000				\$7,000,000
Total Tier 2			\$58,000,000	\$0	\$0	\$0	\$58,000,000
Total: (Immediate and Intermediate Range)			\$58,750,000	\$29,000,000	\$5,300,000	\$0	\$93,050,000

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Tier	Intersection / Project	Phases	Federal Cost	State Cost	County Cost	Undetermined Source	Total Cost
3	Md 355 @ Cedar	3				\$22,000,000	\$22,000,000
3	Md 355 @ Cedar	4				\$13,000,000	\$13,000,000
3	Md 355 @ Cedar	5				\$15,000,000	\$15,000,000
3	Md 185 @ Jones Bridge Road	2				\$14,000,000	\$14,000,000
Total Tier 3 (Intermediate and Long			\$0	\$0	\$0	\$64,000,000	\$64,000,000
4	Study Possible Direct Access from I-495 to NMMC (Very long range)	N/A				N/A	N/A
4	Study other long range transit solutions. (See note on Tier 4)	N/A				N/A	N/A
<b>Grand Total (2009 dollars)</b>			<b>\$58,750,000</b>	<b>\$29,000,000</b>	<b>\$5,300,000</b>	<b>\$64,000,000</b>	<b>\$157,050,000</b>
<b>NOTES</b>							
Tier 1. Projects that can be done with existing funding or funding fairly secured.							
Phase 1A, at JBR, refers to an evaluation of a dynamic left turn signal that would be implemented if technically feasible.							
Tier 2. Projects to be done assuming success in getting TIGER grant approvals and DAR funding							
Tier 3. Priority for projects that could be added if additional funding, beyond TIGER, becomes available.							
Tier 4. Projects to study possible additional solutions including, direct access from I-495; Interchange of Md 355 @ Cedar, bus access improvements, Metro core capacity improvements, etc. Not funded.							
BRAC Final Tiers 9-25-09							